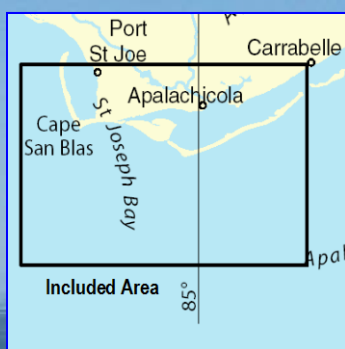


BookletChart™

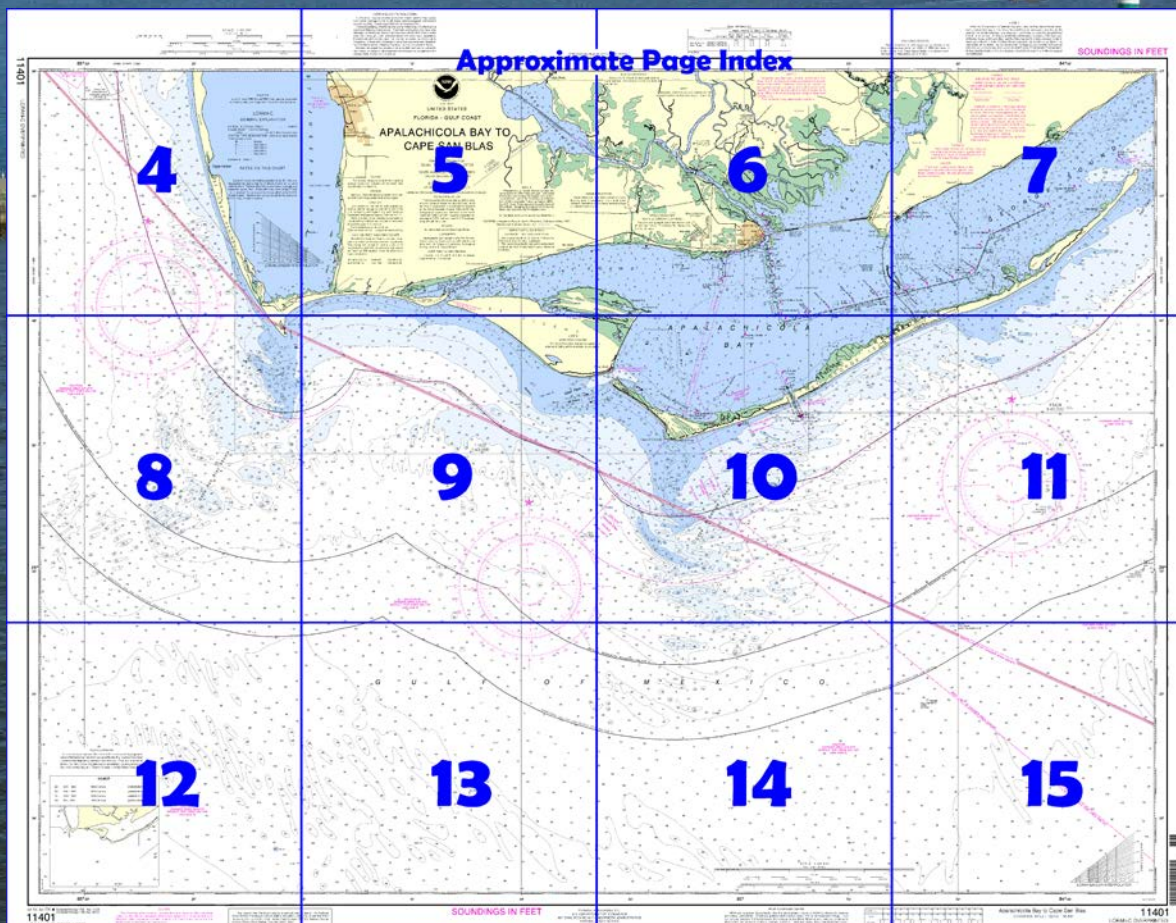
Apalachicola Bay to Cape San Blas NOAA Chart 11401



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

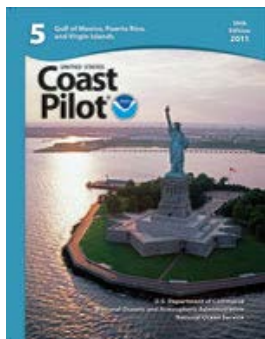
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11401>.



James Island is the 20-mile-long portion of coast from **Lighthouse Point**, on the W side of Apalachee Bay, W to Carrabelle. The island is separated

from the mainland by Ochlockonee Bay, and by Ochlockonee, Crooked, and Carrabelle Rivers.

South Shoal extends S from the E end of St. James Island for about 6 miles. The sea breaks on portions of the shoal even in good weather. A lighted bell buoy marks the S end of the shoal.

Duer Channel, unmarked and subject to frequent changes, lies at the E end of St. George Sound between South Shoal and Dog Island Reef. The channel is used occasionally by light-draft vessels with local knowledge, but is difficult for strangers. A visible wreck is on the E side of the channel in about 29°49.1'N., 84°22.3'W.

Alligator Harbor, a shallow body of water at the E end of St. George Sound, is formed by a long, narrow spit of land that extends W from Lighthouse Point to Peninsula Point. The harbor is entered from Duer Channel through a crooked privately dredged channel that leads from W of **Peninsula Point** NW to the vicinity of **Wilson Beach**, around the N end of **Bay Mouth Bar**, and thence SE into the harbor. The channel is marked by a private light and daybeacons, but is subject to continual change and extensive shoaling. Local knowledge is advised. In 1982, a reported depth of 4½ feet was available in the channel. In 1984, it was reported that the former entrance to the harbor, just N of Peninsula Point, had shoaled to bare and should be avoided. Good anchorage can be found in depths of 5 to 7 feet, hard sand bottom, N of Peninsula Point.

A marina is in a small basin about 0.6 mile E of the point. Gasoline, diesel fuel, electricity, water, ice, marine supplies, storage facilities, and a 40-ton mobile hoist that can handle craft up to 65 feet are available at the marina; hull and engine repairs can be made. The marina monitors VHF-FM channel 16 during working hours.

Prominent at Alligator Harbor are the large green boat storage building and skeleton tower at the marina, and the water tank at Southwest Cape, about 1.7 miles W of Lighthouse Point.

Dog Island Reef, lying 5 to 6 miles offshore S of St. James Island, extends from a point about 5 miles WSW of Lighthouse Point to the E end of Dog Island. There are depths of 2 to 6 feet over a considerable part of the reef. Local fishermen sometimes enter St. George Sound through the shoal close to the eastern side of Dog Island. The reef is marked near its NE extremity by a light and by a buoy near its W end about 2.7 miles E of the E end of Dog Island.

Dog Island, a narrow, sparsely wooded island over 5 miles long, is the first land sighted in approaching East Pass from the SE. Several houses are on the island, and lodging is available. A privately marked channel, with a reported controlling depth of 6 feet in 1982, leads to a small cove on the N side of the E end of the island. Water and limited berthage are available at a small marina in the cove.

A visible wreck is N of Dog Island in about 29°49.0'N., 84°37.5'W.

(Selected Excerpts from Coast Pilot)St.

George Sound and Apalachicola Bay are adjoining bodies of water, 40 miles long and 3 to 6 miles wide, separated from the Gulf by Dog, St. George, Little St. George, and St. Vincent Islands. Both sound and bay are generally shallow with numerous oyster reefs and shoals dangerous to navigation. East Pass, West Pass, and Government Cut are the principal entrances to the sound and the bay from the Gulf, and thence into the towns of Carrabelle and Apalachicola.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans

Commander

8th CG District

New Orleans, LA

(504) 589-6225

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

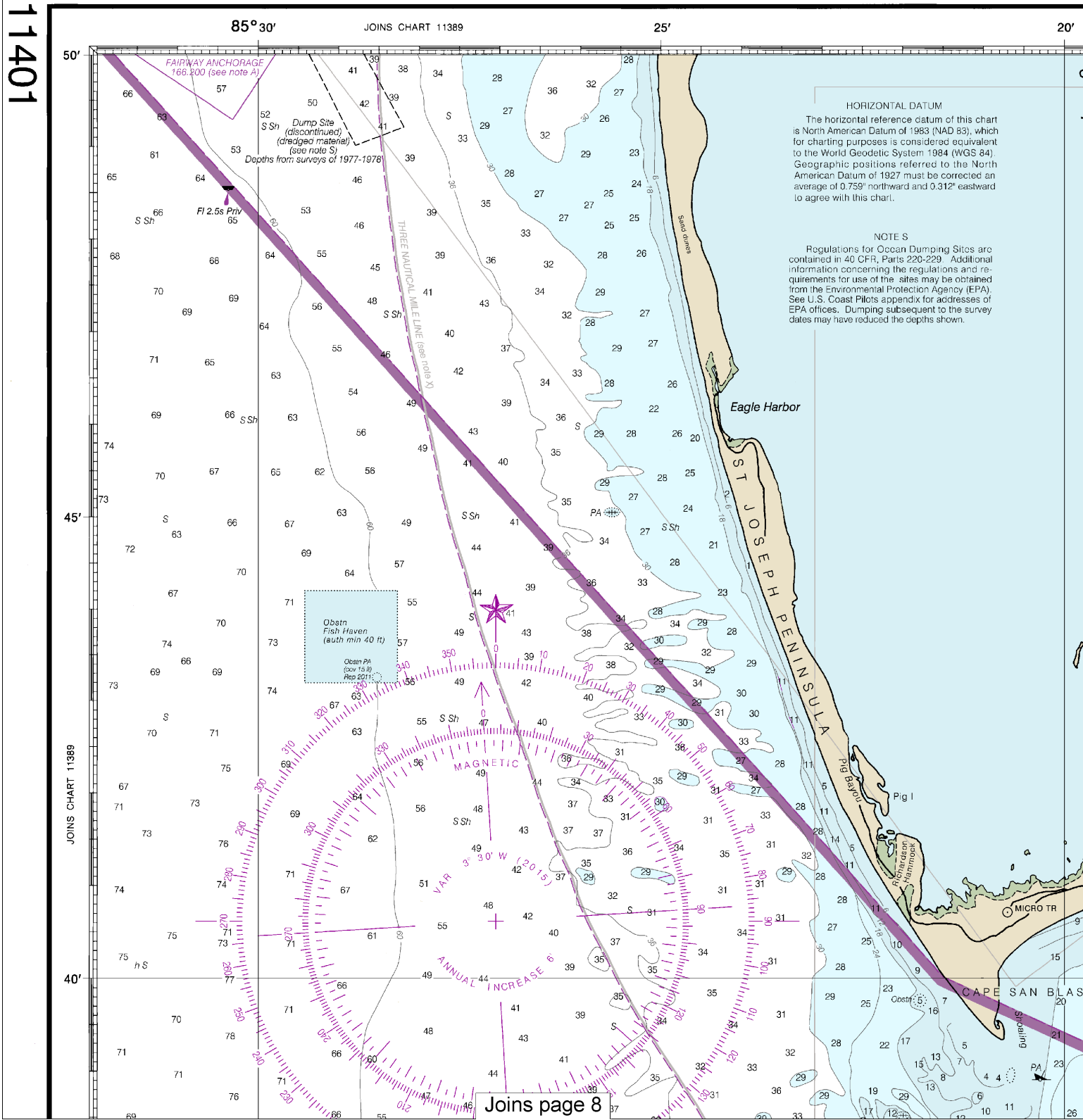
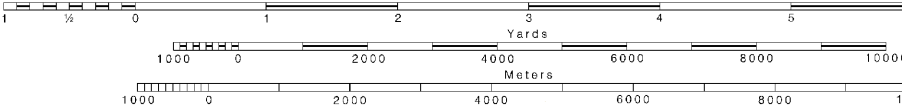
These volumes are available online at <http://www.navcen.uscg.gov>

11401

4

SCALE 1:80,000

Nautical Miles



HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.759" northward and 0.312" eastward to agree with this chart.

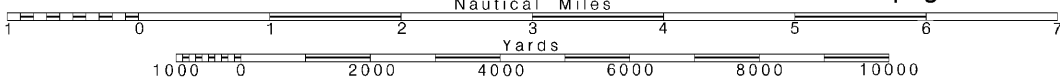
NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



Note: Chart grid lines are aligned with true north.

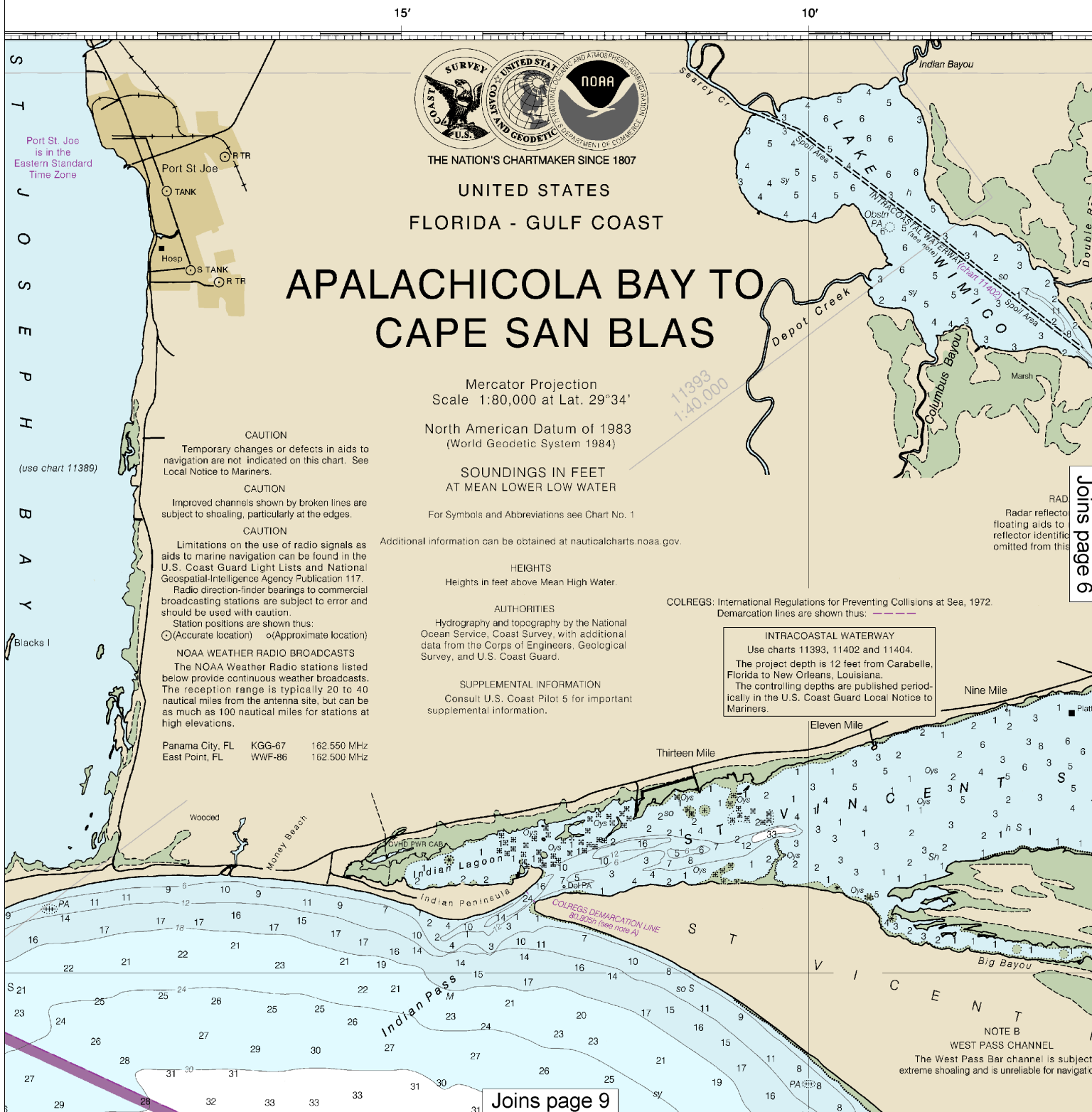
HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Formerly C&GS 1262, 1st Ed., O



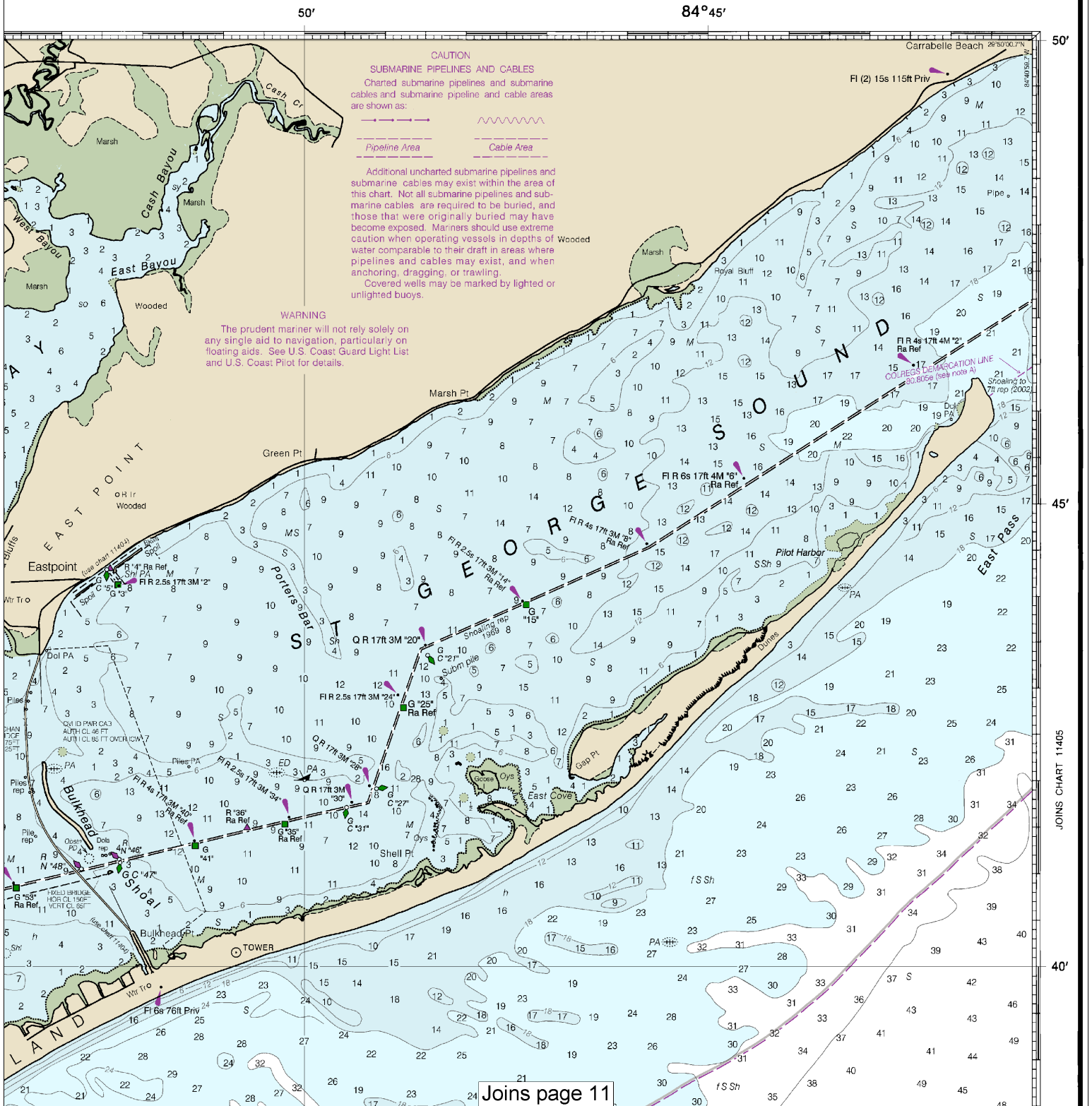
NOTE X

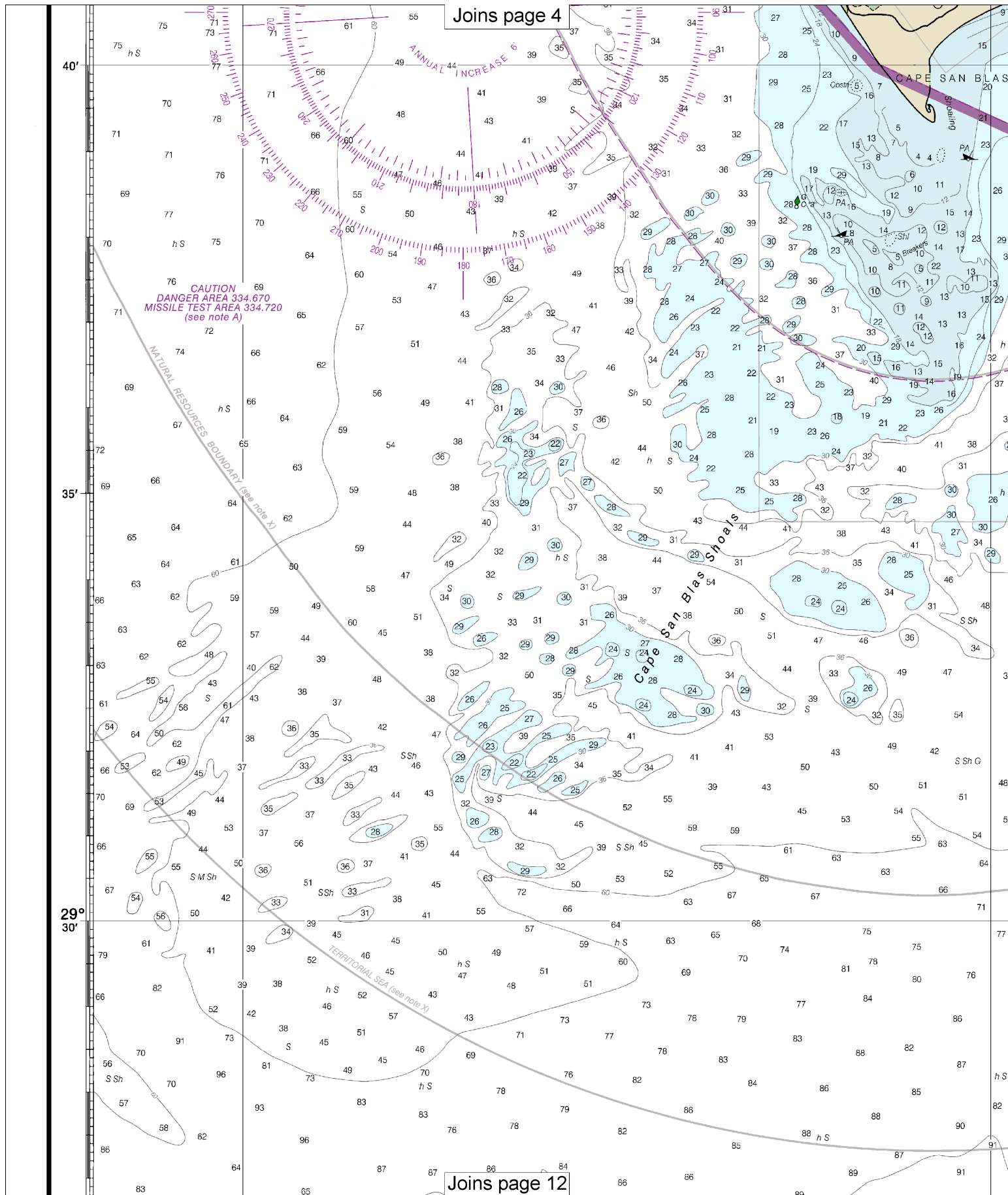
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SOUNDINGS IN FEET





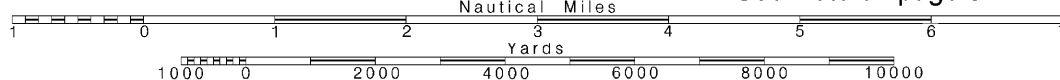
8

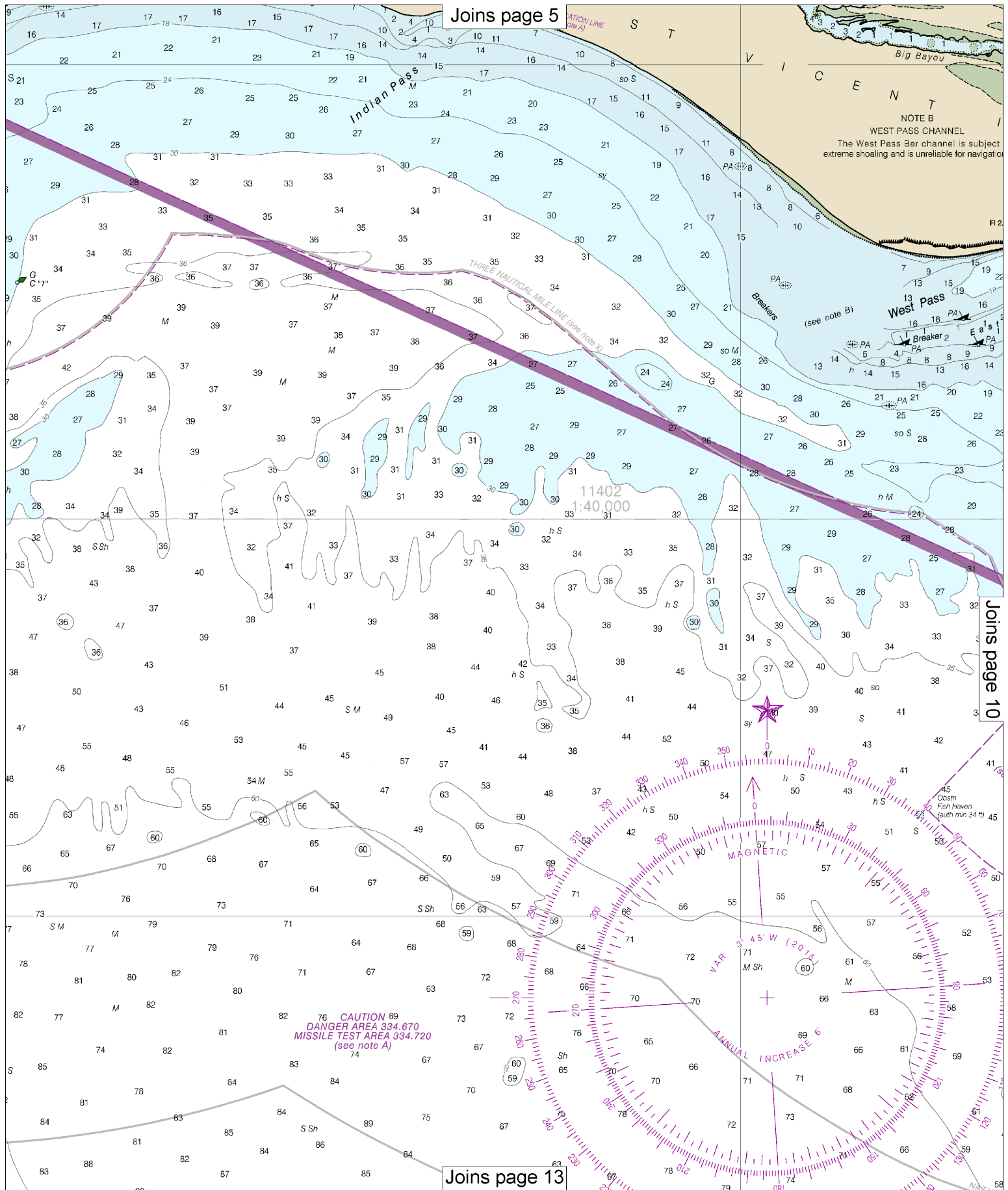
Note: Chart grid lines are aligned with true north.

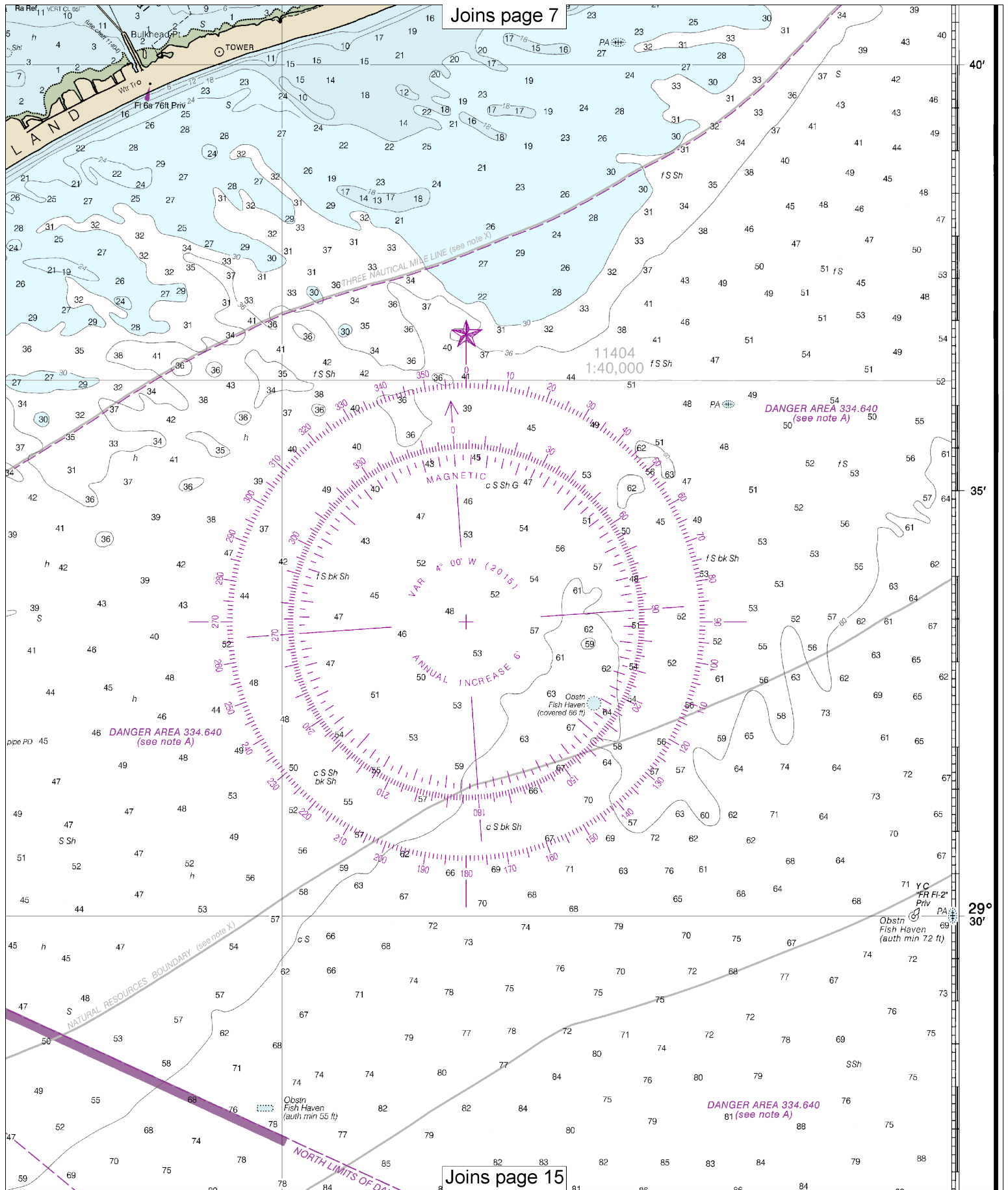
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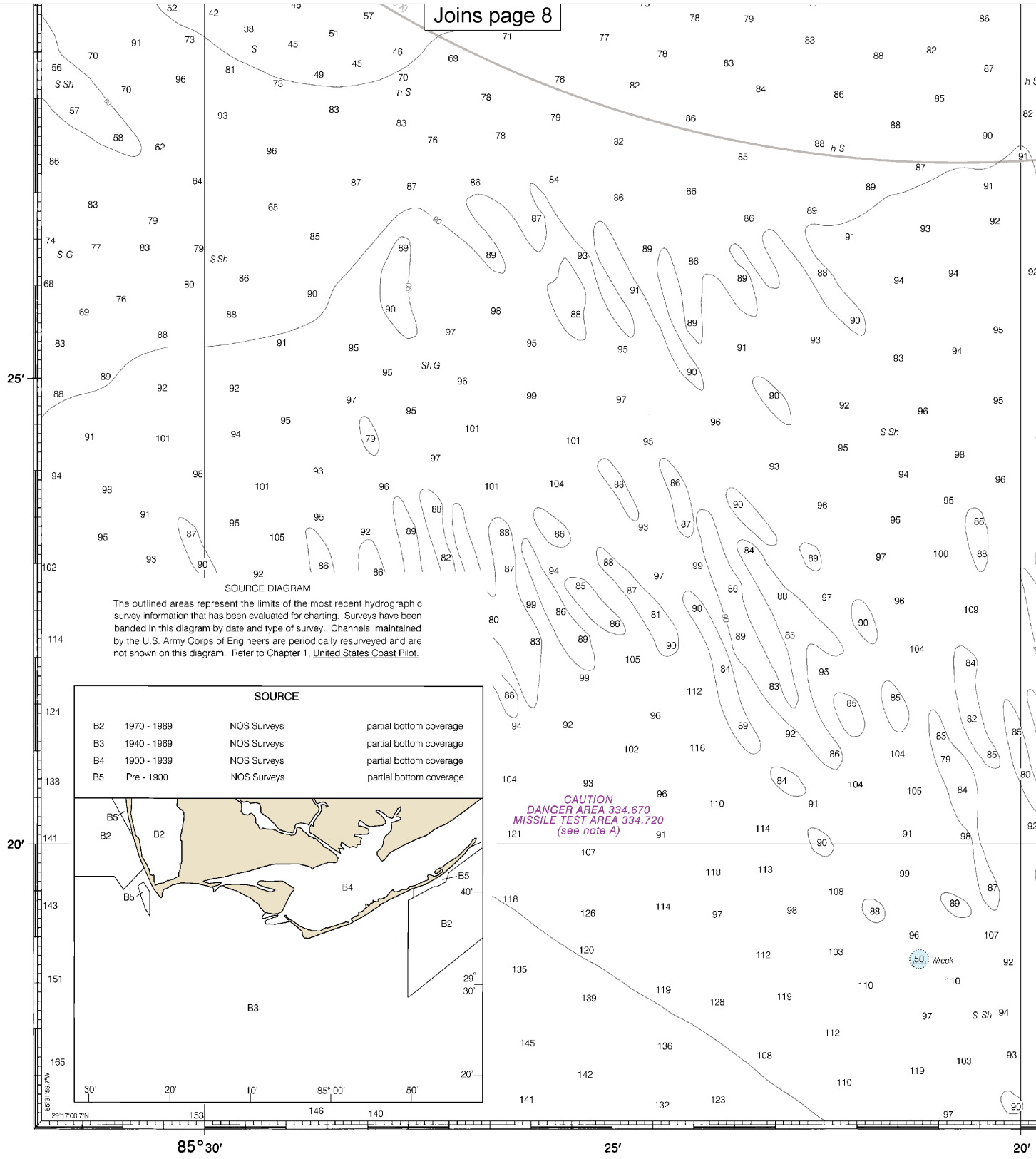
SCALE 1:80,000
Nautical Miles

See Note on page 5.









11401

32nd Ed., Jan. 2015. Last Correction: 11/2/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4416 (10/29/2016)

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit in about this chart at <http://www.nauticalcharts.noaa.gov>

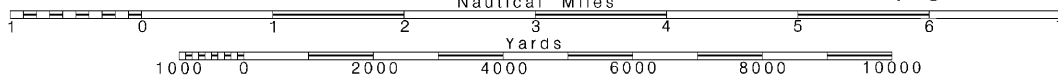
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



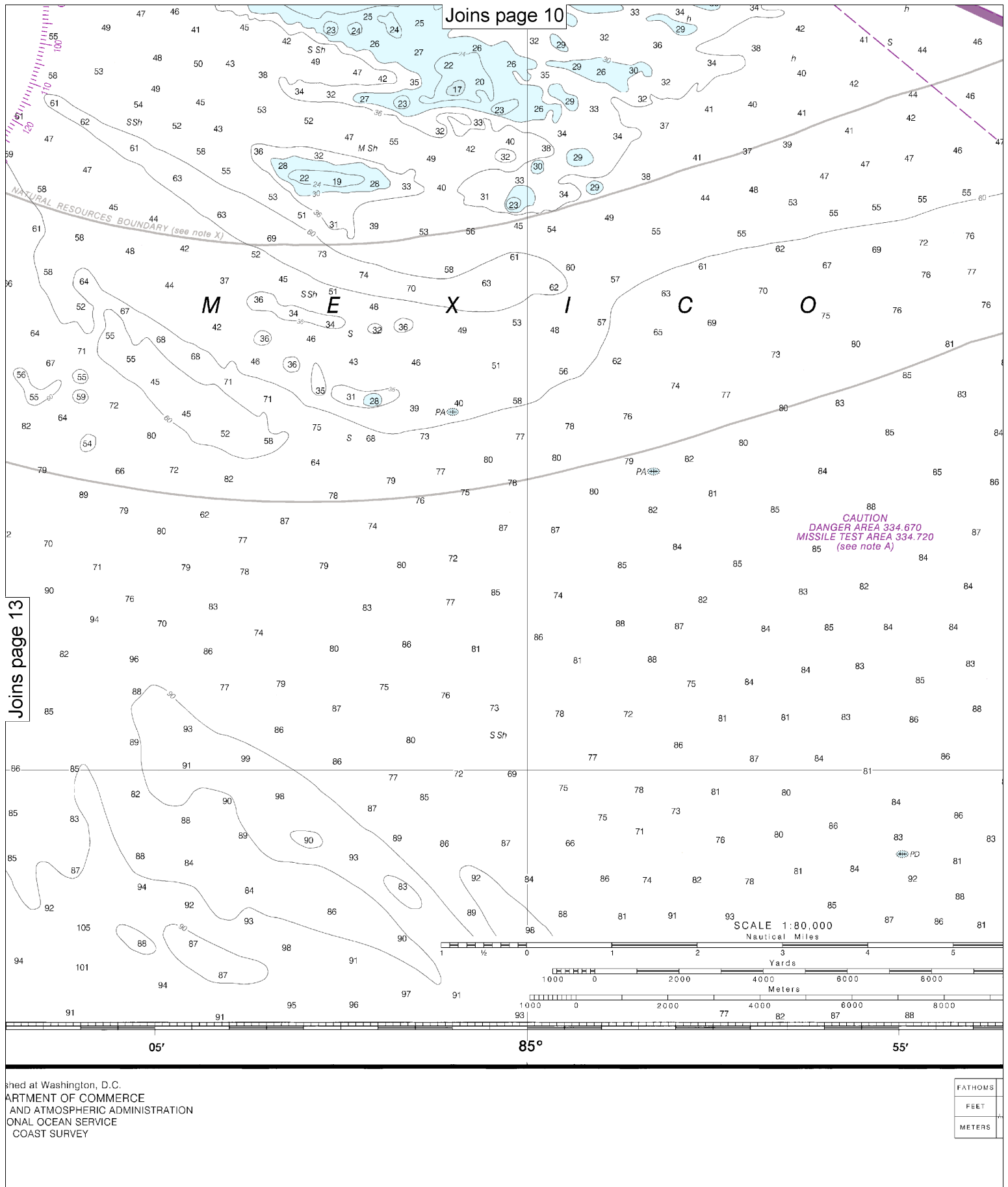
76 CAUTION 69
DANGER AREA 334.670
MISSILE TEST AREA 334.720
(see note A)

Joins page 14

inquiries, discrepancies or comments
parts.noaa.gov/staff/contact.htm.

SOUNDINGS IN FEET

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U.S. DEPARTMENT
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DEPARTMENT OF COMMERCE
NAVY AND ATMOSPHERIC ADMINISTRATION
NAVAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS

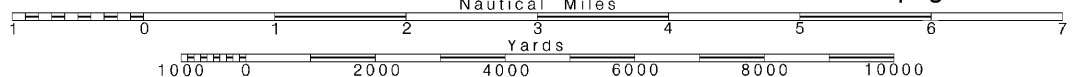
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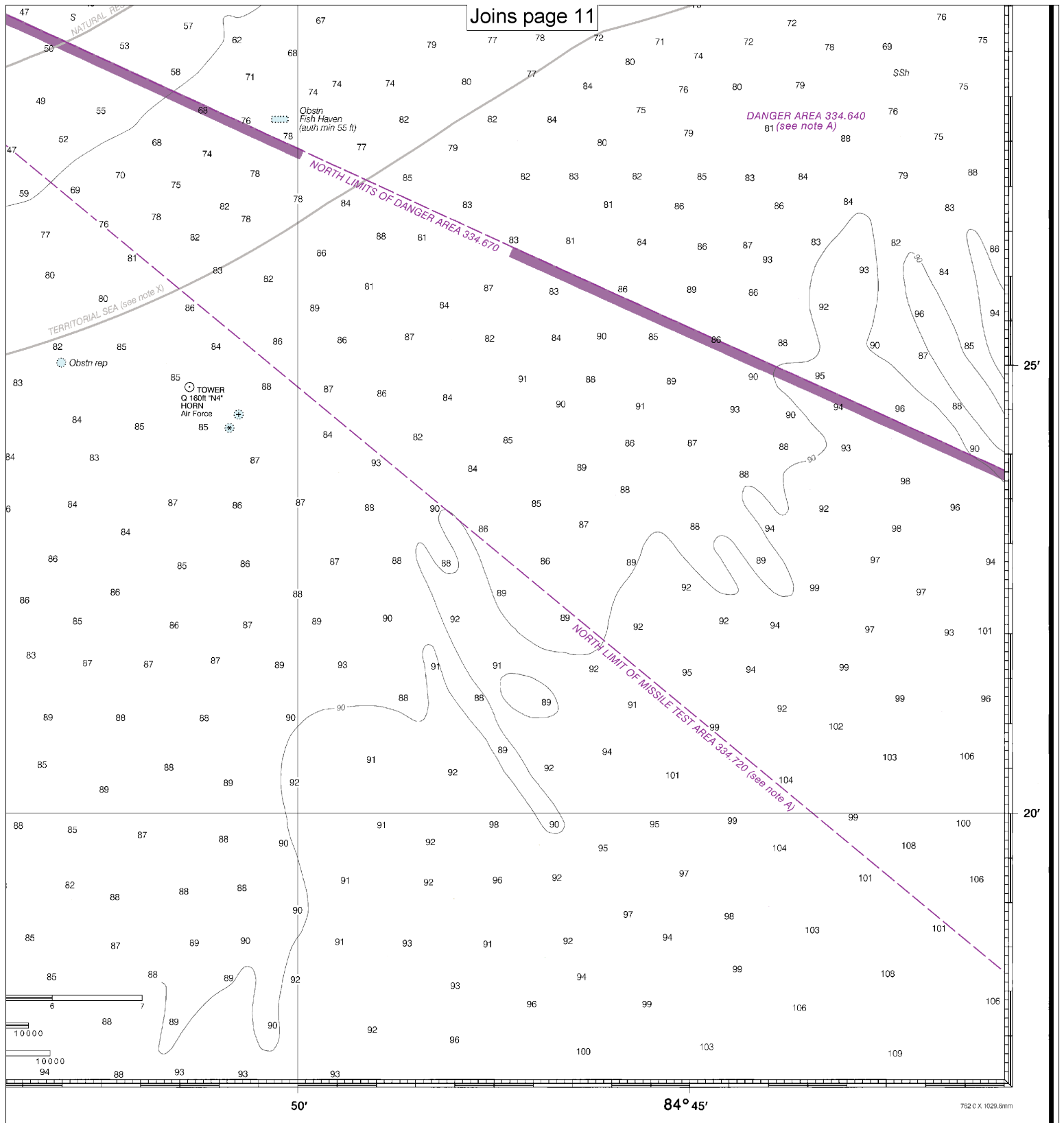
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
0	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Apalachicola Bay to Cape San Blas
SOUNDINGS IN FEET - SCALE 1:80,000

11401



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

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Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.